

A vernacular contemporary states th

A vernacular contemporary states that Mr. Yu, the Chinese Minister at Tokyo, has been busily engaged lately in making investigations into a variety of subjects relating to the Europeanisation of Japan, in accordance with instructions from his Government who have decided to commence similar reforms. Among the subjects Mr. Yu has to report upon are those of railway construction; the national post; the army and navy services, not omitting the conscription laws; finance, embracing the issue of paper money and the raising of public loans. — *Kobe Chronicle*

loans.—Kobe Chronicle.

THE French ironclad *Bouvet*, which was launched at Lorient in May, has three screws, driven by three engines, working up to 14,000 horse-power. The *Bouvet* is 407ft. 8in. in length, by 71ft. 4in. beam and draught of water aft is 28ft., and her displacement is 12,205 tons. She carries 40 guns, most of them rapid firing. The *Bouvet* is to steam and sail.

of natural draught, and 17 knots per hour with forced draught. The plans of the *Bowet* were prepared by Mr. E. A. B. Broke, of the Naval Construction at Bristol. The *Bowet* was designed the *Heche* and the *Erennau* by Mr. J. H. B. Broke. The *Bowet* was laid down in January 1890; her estimated cost is £1,100,771.

the firm is so roused up that it declares that no proposal for composition from the bank will be listened to, and that if required, it would spend 10,000 guilders to get him in jail. The assets are alleged to be scanty. Another firm threatens to bring prosecution for fraudulent bankruptcy, unless he offers a liberal composition to his creditors, which there is every reason to believe it is in his power to give.

Y. K. Directors gave some particulars of the present position of affairs. There are 1116 steamers chartered as transports; and of those just released are laid up for repairs which in some cases will necessarily be of a very extensive nature. The cargo shipped has been larger for this period than in the last, but the revenue therefrom has decreased; the average freight at the end of 1894 was 3.50 yen per ton, up to July 1895 it was 3.66 yen, and during the last year only 3.22 yen. 678 trips were made in 1894, 1122 in 1895, and 1122 in 1896.

... 120 of chartered steamers, making 719 knots on nine routes. The Company now possesses 55 steamers aggregating 1057 tons, and hold 11 steamers, 34,558 tons, from the Government. The special savings from the Government exceeded 24,000 yen; 20 per cent. of the value of steamers purchased during the war and to be taken over from the Government had to be deducted from this fund and held on purchase account. Out of the balance as proposed to defray the repairing expenditures and to meet the costs of attend-

REVIEW.

is a small treatise of four chapters less than a hundred pages. Although not so clear as one would have desired, doubtless, to the evident attempt of the author to condense the arguments for and against bimetallicism into the briefest possible space, the treatise will be found useful by anyone desirous of obtaining a comprehensive grasp of the principle of bi-

However much men of business may be attracted by the elements that have called into existence this difficult branch in the science of economics, the study of the subject of bimetallicism, scientifically, is not attractive. In a measure, this is due to the obscure character of the works providing the guidance of the student. Rather

ness man is willing to leave the
sion to so-called specialists, con-
g himself with periodic snorts at the
dity of exchange and dissatisfied
at the condition of things which
eade into a gamble. Mr Outhbertson
: 'Except theology, there is hardly
ect of greater interest or greater
y than metallism: If it be true

Corrosion of industry are slowly being corroded, owing to a concurrence of instances which might be controlled were understood, it is surely the duty of every intelligent man to inform the public on the subject, and to advocate the adoption of the proper remedy. And, on the other hand, if depression is not due to pre-

causes; but to the operation of
y be called the natural laws of
s, it is equally his duty to resist
eal to hazard so bold an experi-
that advocated by the bimetallics,
k of involving commerce in new
aps more serious disasters,'
ve gives an eminently fair pro-
of the arguments for and against
m, and arrives at the conclusion

are several weak links in the metallic reasoning and one or two laws, and that it is not advisable to experiment of adopting the proposition. For the low prices of agriculture in England, he believes is the only remedy; for low general, a revival of trade. The low exchange, he says, is the

of the use of silver in silver-
countries; and the most practical
in this direction for some years
in the form of a silver coin
in Bombay of a British
dollar for circulation in China,
Canton, and the Straits. The most
important step was the closing of the In-
land in 1893. Mr Olive's little book
is recommended to anyone wishing
to understand the situation.

QUESTION

REUTERS TELEGRAMS.

(Supplied to the "China Mail.")

LONDON, 16th June.

LI HUNG CHANG IN GERMANY.

Li Hung Chang, accompanied by the Emperor and Empress of Germany at Potsdam, Prussia, on the 15th inst., was the Chinese Legation, and other notables were present.

LORD KELVIN'S JUBILEE.

CONGRATULATIONS FROM HONGKONG.

The following couplets of telegrams have been forwarded to us for publication:—
His Excellency the Governor to Lord Kelvin.
"Hearty congratulations on the jubilee of your notable achievements in science and especially in regard to submarine telegraphy."—ROBINSON.

Lord Kelvin to His Excellency the Governor.

"I thank you warmly for kind congratulations and reference to my efforts for submarine telegraphy."—KELVIN.

The following extract from Men and Women of the Time gives a brief account of Lord Kelvin and his work:—

Kelvin, Lord (noble Professor Sir William Thomson), President of the Royal Society, F.R.S., L. & F., D.C.L., &c., &c., was born in Belfast in 1824.

His father, the late James Thomson, L.L.D., was a lecturer on mathematics at the Royal Academy in Belfast, but on his appointment to the professorship of that institution in the University of Glasgow, he removed thither with his family.

At the early age of eleven William entered his College, and shortly after completed his course at Glasgow where he graduated in 1845, as second Wrangler, being immediately afterwards elected to a fellowship.

In 1845 he was made Professor of Natural Philosophy in the University of Glasgow, and occupied that post in the name of the year he accepted the Mathematical Professorship at the University of Edinburgh.

To this position, which he continued to hold for about seven years, he contributed valuable additions to the mathematical theory of electricity, and among these were his papers on the "Spherical Contribution of Electricity" in 1845. In 1855 Professor Thomson delivered the Bakerian Lecture. It was entitled "Electrodynamic Properties of Metals," and contained a series of experimental investigations of the highest value.

Among the most important of his contributions to the construction of electrical instruments, and their application to the study of atmospheric electricity, his quadrant and portable electrometer, owing to their diversification and accuracy, have been of the greatest service, and have been of the greatest service, and have been of the greatest service.

A modification of the Kelvin method, to indicate and self-register changes in the electric state of the atmosphere. But it is in connection with submarine telegraphy that Sir W. Thomson's labours in electrical science are best known, and to his invention of the Siphon Relay, which, owing to its extreme delicacy, can be worked by very low battery power, a circumstance that tends greatly to the preservation of the cable.

To the science of magnetism also Sir W. Thomson's extraordinary power of mathematical insight is soon to great advantage.

For many communications from his pen on the subject of Vortex Motion, and the "Theory of Elasticity," and the "Theory of a Ship's Hull," the "Dynamics of Observation of Altitudes at Sea," and the "Approach caused by Vibration." On the successful completion of the Atlantic Cable in 1866 he received the honour of knighthood, and was presented with the freedom of the City of Glasgow.

The degree of Doctor of Science was conferred on him by the University of Edinburgh, and that of D.C.L. by Oxford. He is a Fellow of both the London and Edinburgh Royal Societies, from the former of which he received the Royal Medal, and from the latter the Keith Prize.

Lecture at Cambridge in 1866, was President of the British Association at its meeting in Edinburgh in 1871; and was elected President of the Geological Society of Glasgow for the year 1872. On Oct. 29, 1872, he was elected a Fellow of St. Peter's College, Cambridge, and under the provisions of the Statute of that University, he was elected a Fellow to elect members for science or learning. He has since received various decorations from abroad. He is Grand Officer of the Legion of Honour, Commander of the Order of Leopold, and has received the D.D. 1877 from the University of Paris.

Baron for Foreign Associate. He was President of the Section of Mathematical and Physical Sciences at the meeting of the British Association, held at York in 1883. Three volumes of "Mathematical and Physical Papers" by him, collected and published at Cambridge in 1882, 1884, and 1890. He has been President of the Mathematical and Physical Sciences of the British Association five times, viz., 1876; York, 1881; London, 1884. He is the inventor of a very remarkable instrument, which completely and perfectly corrects against disturbance by the ship's magnetism, temporary and permanent, is provided; and of a Sounding Machine, by means of which soundings can be taken to depths up to 100 fathoms without even the use of a lead.

His work has also of late years directed much attention to the subject of electric lighting, and is the inventor of a great variety of instruments designed for measuring the electric currents and potentials used in that industry.

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CORRESPONDENCE.

STOP IT IS THE ONLY REMEDY!

To the Editor of the "China Mail."

Hongkong, 18th June 1896.

Sir,—It has always occurred to me that

running a cart with a full load of furniture, or building materials or other paraphernalia, or even an empty cart up or down the steep thoroughfares in this Colony, is a decided nuisance which should not be permitted at all, and it is high time that this matter should be taken into due consideration by the proper authorities, and the necessary order given to stop it altogether for the safety of the general public.

As an illustration of the danger attendant on this, there is a case fresh in the memory of all of the untimely death of a Chinese youth by being run over by a cart on the morning of the prosecution and the consequent result of the negligent drivers of the same.

Yet how often does one see a cart rattling and clattering in full view of Old Bailey Street, Wellington Street and elsewhere in this Colony, insufficiently manned by four or five native coolies, entirely unconscious of the harm they are doing, or the given away of the rope attached to the cart, which, in nine out of ten cases, is a weak and rotten one.

To be on the alert and to use beforehand every precaution to avoid it is the best policy. The police can surely do something.

—Yours,

PEDESTRIAN.

A MUTINY ON A SAILING SHIP.

ALL OVER A LITTLE DROP OF TEA.

At a Marine Court held at the Harbour

Master of the ship yesterday nine of the crew of the British sailing ship *Scottish Isles* were charged with refusing duty, Commander Rumsy presided. Mr. J. Hastings (Mr. V. H. Denoon's Office) appeared for the prosecution.

David Nicholl, the master of the ship, said they were on a voyage from Cardiff with coals. They left Cardiff on the 14th February. On the 6th May, about 6.40 in the evening, while in the Indian Ocean, the steward told him some of the sailors wanted to see him at his cabin door. He asked to see him at his cabin door. He asked to see him at his cabin door.

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Insurances.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
 TOTAL FUNDS AT 31st DECEMBER, 1894,
 £1,371,018 2s. 2d.
 Authorized Capital.....£2,750,000.00
 Subscribed Capital.....£2,750,000.00
 Paid-up Capital.....£2,750,000.00
 Fire Funds.....£2,410,932.73
 Revenue Fire Branch.....£1,646,866.187

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN & Co.,
 Agents.
 13 July, 1895. 1300

UNION ASSURANCE SOCIETY.

(Instituted in the Reign of Queen Anne A.D. 1714).

CAPITAL FULLY SUBSCRIBED, £450,000.
 CAPITAL PAID UP, £150,000.
 TOTAL INVESTED FUNDS, £2,700,000.
 TOTAL ANNUAL INCOME, £350,000.

THE Undersigned, having been appointed Agents of the above Society in Hongkong, is prepared to have Policies against FIRE on the usual terms.

HARRY WICKING,
 Prætor Central.
 1421

Intimations.

KOWLOON HOTEL.

NEAR THE GODOWN WHARF.

SURROUNDED by magnificent Gardens, and commanding beautiful views of the Harbour and Island of Hongkong.

ROOMS TO LET WITHOUT BOARD.

KEGELBAHN

AND AMERICAN BOWLING ALLEYS.

BAR AND BILLIARDS.

LUIZ M. LOBO, Manager.
 Hongkong, May 9, 1895. 968

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS Commodious and Well-appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES.
 (From 1st April to 31st October).
 One person, per day \$ 4.00
 One person, per month \$ 75.00
 Married couple (occupying one room) per day 7.00
 Married couple (occupying one room) per month 150.00
 Extra Bedroom, per month \$40.00
 For further Particulars, apply to THE MANAGER, New Victoria Hotel.

WINDSOR HOTEL.

HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as 'CON. NAUGHT HOUSE,' offers First-Class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
 Proprietor and Manager.
 Hongkong, November 24, 1894. 1907

SERRAVALLO'S

Ferruginous Quinine,

THE GREAT AUSTRIAN TONIC

OF

PERUVIAN BARK

AND IRON.

OVER 300 MEDICAL CERTIFICATES
 Notifying its great strength-giving properties and at the same time being of an EXQUISITE TASTE.

Sole Agents for Hongkong:—

A. S. WATSON & Co., Hongkong.
 Hongkong, May 21, 1896. 1046

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.

CHINA MAIL Office.

LANGUID WOMEN.

PALE CHILDREN

OLD PEOPLE, INVALIDS

VIN CHAPOTEAUT

(CHAPOTEAUT'S WINE OF PEPTONE)

A DELICIOUS NUTRITIVE

STIMULANT

This alimentary wine is easily assimilated when the other solid or liquid food will remain on the stomach, it is indicated in constitutional weakness and lack of digestive power, for the Ague, Anæmia, Dyspepsia, and Constipation.

Consumption, Dysentery, Cancer, and Ulceration, of the Stomach.

CHAPOTEAUT

PARIS

For Sale by A. S. WATSON & Co., Chemists.

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Steamship *Wanhsueh*, Capt. NEWCOMB, will be despatched for the above Ports on or about FRIDAY, the 19th Instant, at 3 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 8, 1896. 1167

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Co.'s Steamship *Zafra*, Captain COBURN, will be despatched for the above Ports on FRIDAY, the 19th Inst., at 5 p.m.

This Steamer has superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN & Co., General Managers.

Hongkong, June 17, 1896. 1237

FOR SINGAPORE, PENANG AND OALCUTTA.

The Steamship *Lightning*, Capt. J. G. SPENCE, will be despatched for the above Ports on SATURDAY, the 20th Instant, at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, June 15, 1896. 1226

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking transhipment Cargo for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

AT REVISED RATES.

The Co.'s Steamship *Monte*, Capt. H. KEMP, Comm'd'r, will be despatched as above on SATURDAY, the 20th Inst., at 5 p.m.

For Freight, etc., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, June 13, 1896. 1144

GLEN LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

The Steamship *Glenary*, Capt. FRASER, will be despatched as above on MONDAY, the 22nd Instant, at 4 p.m.

instead of as previously advertised.

JARDINE, MATHESON & Co., Agents.

Hongkong, June 12, 1896. 1149

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

The Steamship *Nanchang*, Capt. FINTASOFF, will be despatched on MONDAY, the 22nd Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 15, 1896. 1224

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Hector*, Captain BARR, will be despatched on WEDNESDAY, the 24th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 9, 1896. 1185

MILBURN LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Hankow*, Captain OAR, will be despatched for the above Port at Noon, on SATURDAY, the 27th Instant.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, June 12, 1896. 1205

SHIRE LINE OF STEAMERS.

FOR HAVRE, HAMBURG AND LONDON.

The Steamship *Cornwallis*, Captain SKEWTON, will be despatched for the above Ports on or about the 27th June.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, June 6, 1896. 1160

CHINA NAVIGATION COMPANY, LIMITED.

FOR MELBOURNE.

The Steamship *Tientsin*, Capt. G. KEMP, will be despatched on TUESDAY, the 30th Instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 17, 1896. 1236

Shipping.

Steamers.

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

STEAM FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.

The Chartered Steamer *Edmond*, Capt. McKEOWN, will be despatched for the above Ports on or about the 7th July.

For Freight, apply to NIPPON YUSEN KAISHA.

Hongkong, June 12, 1896. 1202

Sailing Vessels.

FOR NEW YORK.

The 3/3 L.I. American Bark *Gerard C. Tobey*, Capt. SUTHERLY, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to SIEMSEN & Co.

Hongkong, April 13, 1896. 782

FOR NEW YORK.

The 3/3 L.I. American Ship *Manuel Flanagan*, Capt. SMALL, will load here for the above Port and will have quick despatch.

For Freight, apply to SIEMSEN & Co.

Hongkong, June 8, 1896. 1170

FOR SAN FRANCISCO.

The 100 A.I. British Ship *Socotra*, Rombe, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co.

Hongkong, May 21, 1895. 1052

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA.

HONGKONG TO LONDON, \$400.

Excellent accommodation. First class Table. Doctor and Stewardess carried.

HONGKONG TO NEW YORK, \$350.

The Railroad travelling is second to none on the American Continent. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL.

HONGKONG TO TACOMA, \$225.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

Tacoma.....[2,649] Tuesday [June 23.]

Victoria.....[3,167] Saturday [July 11.]

Olympia.....[2,608] Wednesday [July 29.]

Bracmar.....[3,601] Sunday [Aug. 16.]

Tacoma.....[2,649] Thursday [Sept. 3.]

Victoria.....[3,167] Monday [Sept. 21.]

THE Steamship *TACOMA*, Capt. T. A. WHEELER, R.N.R., sailing at Noon, on TUESDAY, the 23rd June, proceed to VICTORIA (B.C.), and TACOMA (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co., General Agents.

Hongkong, June 5, 1896. 1165

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE AND BORDEAUX.

ALSO

PORTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, the 24th June, at Noon the Company's Steamship *CALEDONIAN*, Commandant L. BLANC, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES via BOMBAY.

The Steamer connects at COLOMBO with the S.S. *Edmond*, which vessel takes on her Passengers and Mails, leaving that Port on the 6th July, direct to SUEZ, PORT SAID and MARSEILLES.

Cargo and Specie will be registered for London as well as for Marcellies, and accepted in transit through Marcellies for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 a.m. Specie and Parcels until 3 p.m. on the 23rd June. (Parcels are not to be sent on board; they must be left at the Agent's Office).

Contents and value of Packages are registered.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, June 11, 1896. 1108

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....[2,649] Tuesday [June 23.]

Perry (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....[3,167] Saturday [July 11.]

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....[2,608] Wednesday [July 29.]

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....[3,601] Sunday [Aug. 16.]

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....[2,649] Thursday [Sept. 3.]

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....[3,167] Monday [Sept. 21.]

THE U. S. Mail Steamship *CHINA* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 25th June, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all the Great Atlantic Lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, OREGON PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco, Chicago, and the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 1 p.m., same day; all Parcel Packages should be marked to address in full; value cannot be required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the destination.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, June 10, 1896. 1171

Accidental & Oriental Steam-Ship Company.

TAKEING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Japan (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....[2,649] Tuesday [June 23.]

Japan (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....[3,167] Saturday [July 11.]

Japan (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....[2,608] Wednesday [July 29.]

Japan (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....[3,601] Sunday [Aug. 16.]

Japan (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....[2,649] Thursday [Sept. 3.]

Japan (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....[3,167] Monday [Sept. 21.]

THE Steamship *BELOIT* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 4th July, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all the Great Atlantic Lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This discount does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address

